## CLAIM AMENDMENTS

IN THE CLAIMS

This listing of the claims will replace all prior versions, and listing, of claims in the application or previous response to office action:

1. (Previously Presented) An injection unit for an internal combustion engine, comprising

a pressure reservoir for storing fuel pumped into the pressure reservoir from a fuel tank by means of a high-pressure pump, and

an injector arrangement, connected to the pressure reservoir by means of a pressure line arrangement, for injecting the fuel into the internal combustion engine,

wherein

the injector arrangement comprises at least one servo injection valve in which both a nozzle chamber and a control chamber are supplied with fuel from the pressure reservoir via a pressure line and in which a nozzle body for opening and closing an injection passage leading from the nozzle chamber to a combustion chamber is displaceably guided, and the nozzle body is exposed at its end facing the injection passage to the pressure of the fuel in the nozzle chamber and at its opposing end to the pressure of the fuel in the control chamber,

the servo injection valve is provided with a control valve for the release of fuel from the control chamber into a fuel return line leading to the fuel tank, which control valve may be operated by means of a piezoelectric actuator to cause a displacement of the nozzle body in the direction of an opening of the injection passage, for initiating an injection process by pressure reduction in the control chamber,

the fuel return line is provided with a controllable valve which in an actuated state blocks the fuel flow in the fuel return line, and wherein the valve is actuated depending on predefined operating parameters of the internal combustion engine and/or the injection unit and is returned to an idle state only after expiration of a predeterminable time interval.

2. (Previously Presented) An injection unit according to claim 1, wherein the injector arrangement comprises a plurality of servo injection valves which are connected via the pressure line arrangement to the pressure reservoir used jointly for this plurality of servo injection valves.

3. (Previously Presented) An injection unit according to claim 1, wherein the injector arrangement comprises a plurality of servo injection valves whose fuel return lines are combined, whereby the combined fuel return line section is provided with the controllable valve.

4. (Previously Presented) An injection unit according to claim 1,

wherein the predefined operating parameters comprise the existence or non-existence of an actuator overshoot in the servo injection valve.

5. (Previously Presented) An injection unit according to claim 1,

wherein the idle state of the valve after an actuation is maintained compulsorily for a stipulated fixed further time interval.

6. (Previously Presented) An injection unit according to claim 1,

further comprising an electronic injection control unit (ECU) for operating the injector arrangement and for actuating the controllable valve.

7. **(Currently Amended)** A method for operating an injection unit for an internal combustion engine, wherein the injection unit comprises:

a pressure reservoir for storing fuel pumped into the pressure reservoir from a fuel tank by means of a high-pressure pump, and

an injector arrangement, connected to the pressure reservoir via a pressure line arrangement, for injecting the fuel into the internal combustion engine,

wherein the injector arrangement comprises at least one servo injection valve in which both a nozzle chamber and a control chamber are supplied with fuel from the pressure reservoir via a pressure line and in which a nozzle body for opening and closing an injection passage leading from the nozzle chamber to a combustion chamber is displaceably guided, and the nozzle body is exposed at its end facing the injection passage to the pressure of the fuel in the nozzle chamber and at its opposing end to the pressure of the fuel in the control chamber,

wherein the servo injection valve is provided with a control valve for the release of fuel from the control chamber into a fuel return line leading to the fuel tank,

the method comprising the steps of:

actuating the control valve by means of a piezoelectric actuator, to cause a displacement of the nozzle body in the direction of an opening of the injection passage, for initiating an injection process by pressure reduction in the control chamber,

blocking of the fuel flow in the fuel return line **by a controllable valve**, said blocking being provided depending on predefined operating parameters of the internal combustion engine and/or of the injection unit ~~and~~ **wherein the blocking is** not being lifted ~~again~~ until after expiration of a predeterminable time interval.

8. (Previously Presented) A method according to claim 7,

wherein the predefined operating parameters comprise the existence or non-existence of an actuator overshoot in the servo injection valve.

9. (Previously Presented) A method according to claim 7,

wherein the lifting of the blocking is compulsorily maintained for a stipulated fixed further time interval.

10. (Previously Presented) An injection unit for an internal combustion engine, comprising

a pressure reservoir for storing fuel pumped into the pressure reservoir from a fuel tank by means of a high-pressure pump, and

an injector arrangement comprising at least one servo injection valve in which both a nozzle chamber and a control chamber are supplied with fuel from the pressure reservoir via a pressure line and in which a nozzle body for opening and closing an injection passage leading from the nozzle chamber to a combustion chamber is displaceably guided, and the nozzle body is exposed at its end facing the injection passage to the pressure of the fuel in the nozzle chamber and at its opposing end to the pressure of the fuel in the control chamber, the servo injection valve comprising a control valve for the release of fuel from the control chamber into a fuel return line leading to the fuel tank, and

a controllable valve which in an actuated state blocks the fuel flow in the fuel return line, and which is actuated depending on predefined operating parameters of the internal combustion engine and/or the injection unit and which is returned to an idle state only after expiration of a predeterminable time interval.

11. (Previously Presented) An injection unit according to claim 10, wherein the injector arrangement comprises a plurality of servo injection valves which are connected via the pressure line arrangement to the pressure reservoir used jointly for this plurality of servo injection valves.

12. (Previously Presented) An injection unit according to claim 10, wherein the injector arrangement comprises a plurality of servo injection valves whose fuel return lines are combined, whereby the combined fuel return line section is provided with the controllable valve.

13. (Previously Presented) An injection unit according to claim 10,

wherein the predefined operating parameters comprise the existence or non-existence of an actuator overshoot in the servo injection valve.

14. (Previously Presented) An injection unit according to claim 10,

wherein the idle state of the valve after an actuation is maintained compulsorily for a stipulated fixed further time interval.

15. (Previously Presented) An injection unit according to claim 10,

further comprising an electronic injection control unit (ECU) for operating the injector arrangement and for actuating the controllable valve.

16. (Previously Presented) A method for operating an injection unit for an internal combustion engine, comprising an injection unit according to claim 10, the method comprising the steps of:

actuating the control valve by means of a piezoelectric actuator, to cause a displacement of the nozzle body in the direction of an opening of the injection passage, for initiating an injection process by pressure reduction in the control chamber, and

blocking of the fuel flow in the fuel return line, said blocking being provided depending on predefined operating parameters of the internal combustion engine and/or of the injection unit and not being lifted again until after expiration of a predeterminable time interval.

17. (Previously Presented) A method according to claim 16,

wherein the predefined operating parameters comprise the existence or non-existence of an actuator overshoot in the servo injection valve.

18. (Previously Presented) A method according to claim 16,

wherein the lifting of the blocking is compulsorily maintained for a stipulated fixed further time interval.